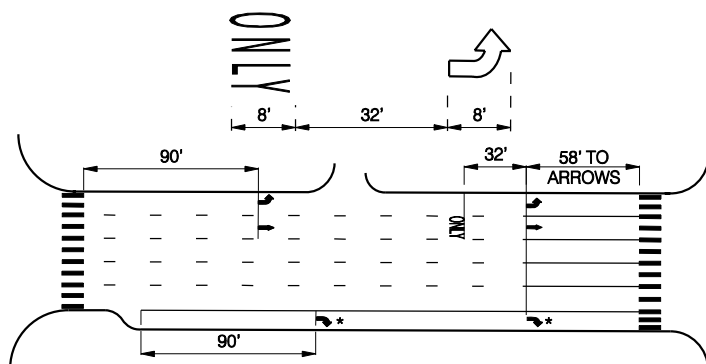
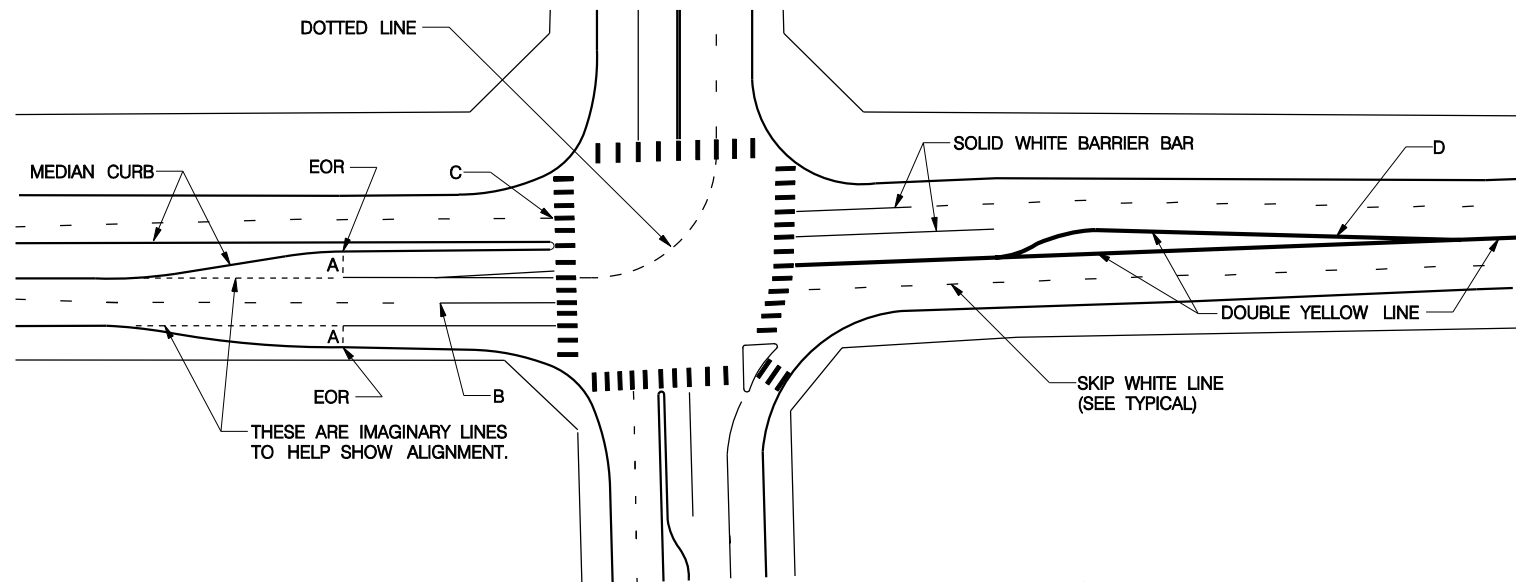
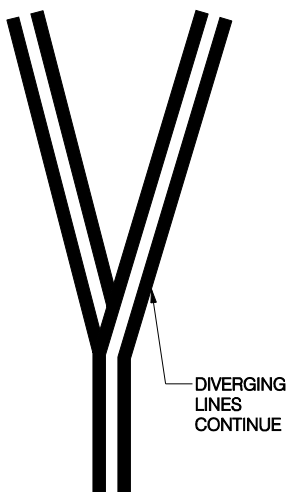


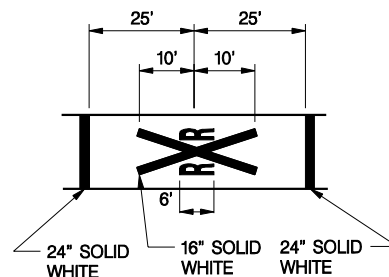
USER: SIECAW
Fridy, March 17, 2006
DATE: 03-2006
DGN: ... (standard) 2006 (lap) 79.dgn



ARROW / ONLY



DOUBLE
YELLOW MERGE



RAILROAD MARKING

A. BARRIER BARS IN TURN POCKETS END AT THE END OF RADIUS OF THE REVERSE CURVE OF THE POCKET. BARRIER BARS IN TURN POCKETS SHOULD ALIGN ON FACE OF CURB EXTENDED.

B. AT SIGNALIZED INTERSECTIONS THE SKIP WHITE BECOMES A 60' SOLID BARRIER BAR. IF GAP IS GREATER THAN 12', SHORTEN BARRIER BAR TO PROVIDE AN 18' GAP. IF GAP BETWEEN BARRIER BAR AND FIRST SKIP IS LESS THAN 12', EXTEND BARRIER BAR.

C. SKIP LINES SHOULD BEGIN AT CROSSWALK. IF CROSSWALK IS NOT MARKED, START AT BEGINNING OF RAISED MEDIAN. IF NO RAISED MEDIAN, START AT END OF RADIUS AT INTERSECTION.

D. ALL TAPERS WILL BE DETERMINED BY THE FORMULA $L \text{ (TAPER LENGTH)} = W \text{ (WIDTH OF LANE OR OFFSET)} \times S \text{ (POSTED SPEED LIMIT)}$

NOTES:

ALL TEMPORARY CROSSWALK LINES AND STOP BARS ARE 12" WIDE WITH THE EXCEPTION OF RAIL ROAD STOP BARS, WHICH ARE 24" WIDE.

ALL LONGITUDINAL LINES ARE 4" WIDE UNLESS OTHERWISE NOTED.

ALL LONGITUDINAL LINES AND LANE WIDTHS ARE MEASURED FROM BACK OF CURB TO CENTER OF MARKING LINE, AND BETWEEN CENTERS OF MARKING LINES.

MAKE SURE INSTALLED MARKINGS LINE UP WITH EXISTING MARKINGS AT ENDS OF PROJECT.

ALL LOCATIONS OF CROSSWALKS WILL BE PRE-MARKED BY ENGINEER.

NOTE:

IN MOST INSTANCES WHERE THERE IS A JOINT LINE, IT CAN BE USED AS A GUIDE FOR THE MARKING AS LONG AS IT FOLLOWS THE MARKING PLAN.

INSTALL MARKINGS AT LEAST 2 INCHES FROM JOINT LINES.

MARKINGS SHOULD NORMALLY BE INSTALLED TO INSIDE (LEFT) OF JOINT LINE, EXCEPT IN RIGHT TURN POCKETS. IN RIGHT TURN POCKETS, MARKING SHOULD NORMALLY BE INSTALLED TO OUTSIDE (RIGHT) OF JOINT LINE.

IF THERE ARE ANY QUESTIONS CONCERNING PLACEMENT OF MARKING, CONTACT ENGINEER FOR APPROVAL BEFORE PROCEEDING WITH WORK.

DEFINITIONS :

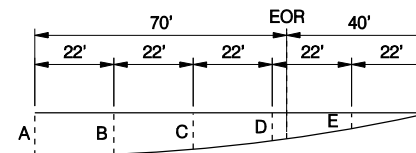
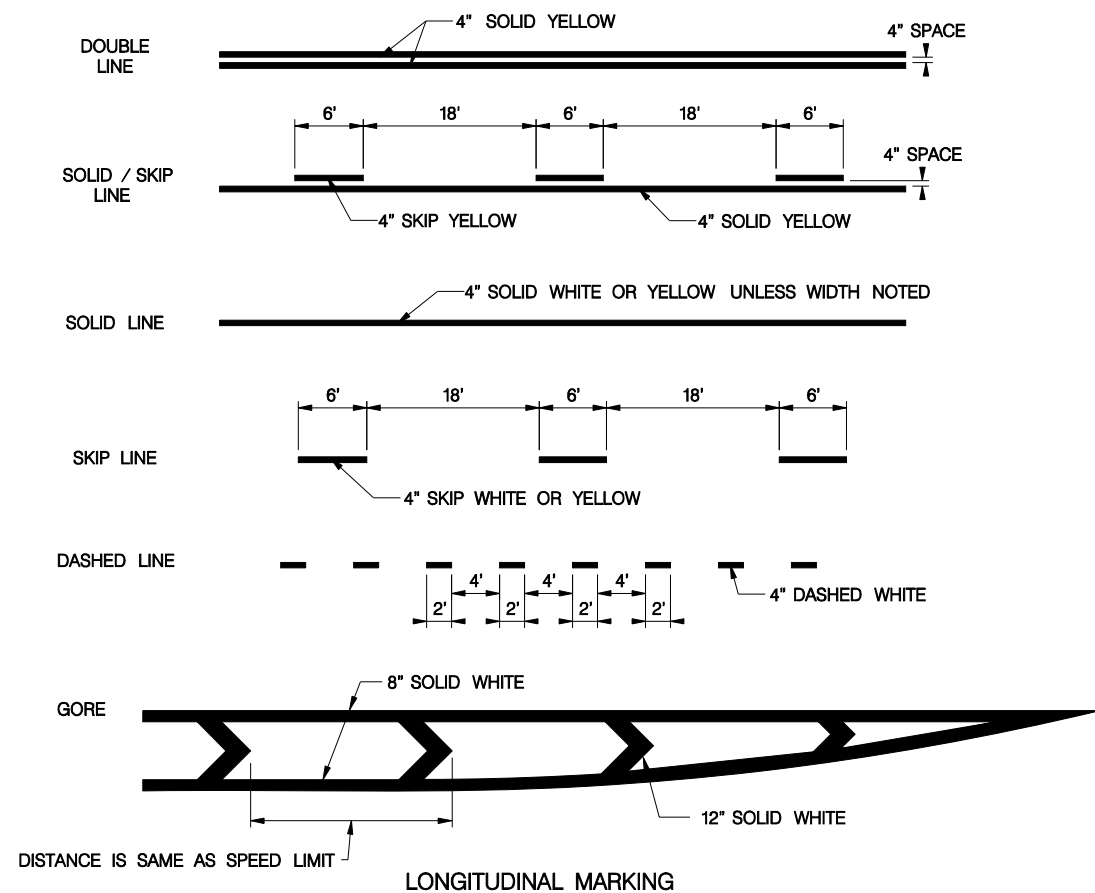
OUTSIDE - TOWARD THE OUTSIDE EDGE OF THE ROADWAY
INSIDE - TOWARD THE MIDDLE OF THE ROADWAY

EOR - END OF RADIUS OF CURVE

BARRIER BAR - SOLID WHITE LINE

P.T. - POINT OF TAPER (DRAW A STRING LINE TAUT BETWEEN TWO P.T.'S TO GET ALIGNMENT)

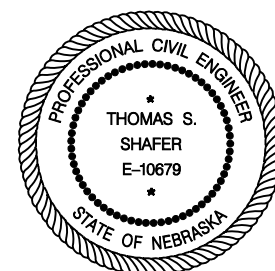
DROP LANE - WHEN A VEHICLE CAN TRAVEL IN THE LANE NEAREST EITHER CURB MORE THAN ONE BLOCK UNTIL IT IS REQUIRED TO TURN AT AN INTERSECTION




A	B	C	D	E
12'	11'-3"	9'-9"	7'-3"	4'-2"

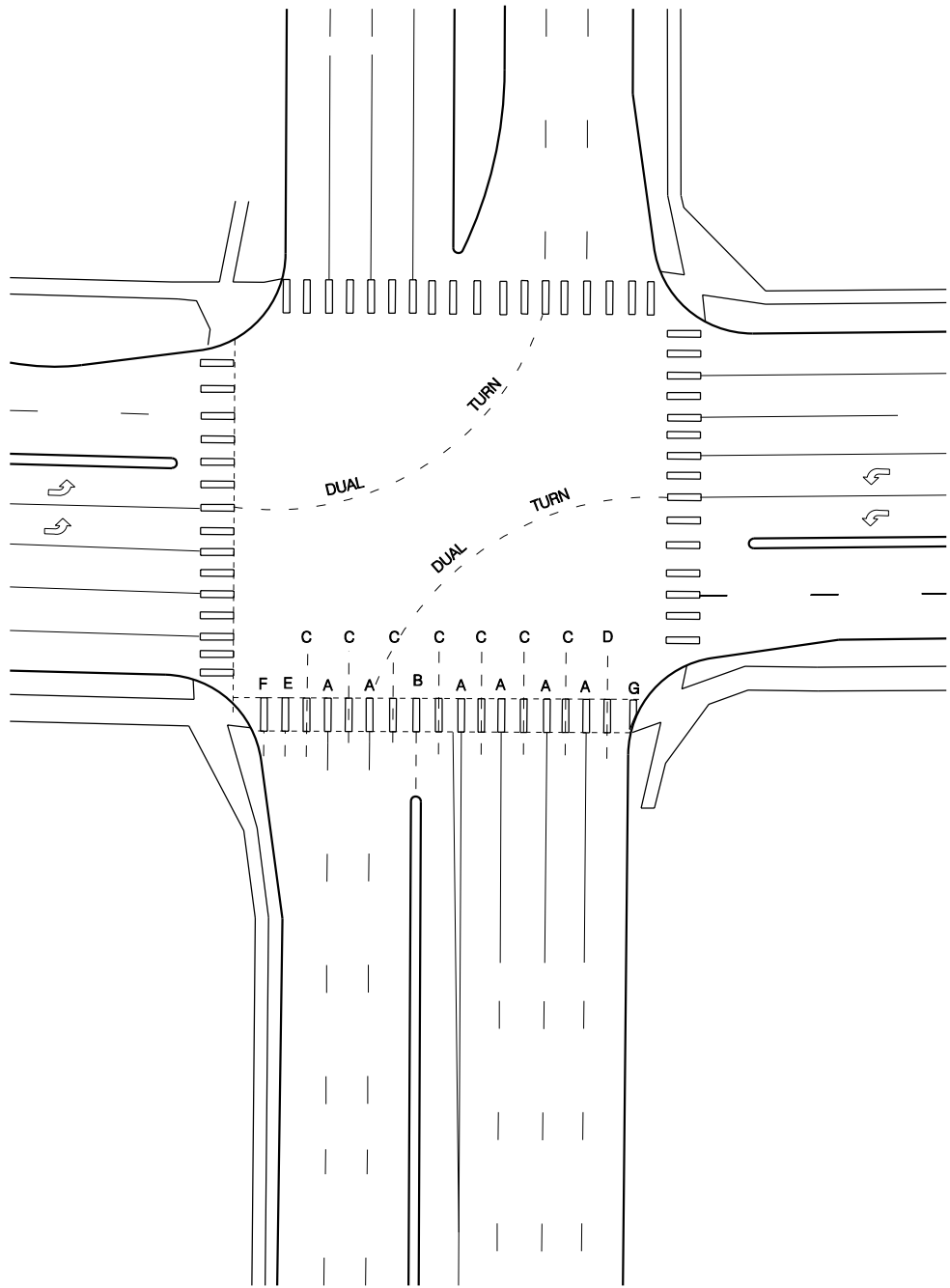
IF -A- IS MORE THAN 12 FEET OR LESS THAN 12 FEET, THEN ADD OR SUBTRACT THE DIFFERENCE.
(EXAMPLE) IF -A- IS 9 FEET THEN -C- WOULD BE 6'-9" FEET.

500 FOOT GORE RADIUS LAYOUT



USER: SIECAW
DATE: Friday, March 17, 2006
DGN: ...\\standard\2006\lap792.dgn

	CITY PROJECT NO.	SHEET NO.
	LSP	2
	Date: 03-2006	Drawn: DLS, CAW
	Scale: NONE	Checked: Approved:

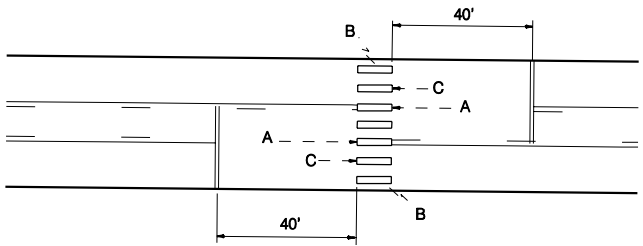


CROSSWALK LAY-OUT AT INTERSECTION

- A. CENTERLINE OF CONTINENTAL STRIPE (2' X 10') LINES UP WITH CENTERLINE OF LANE MARKING
- B. CENTERLINE OF CONTINENTAL STRIPE (2' X 10') LINES UP WITH CENTERLINE OF MEDIAN RADIUS
- C. CENTERLINE OF CONTINENTAL STRIPE IS 1/2 OF DISTANCE BETWEEN THE TWO ADJACENT STRIPES
- D. CENTERLINE OF CONTINENTAL STRIPE IS 1/2 OF DISTANCE BETWEEN THE LANE LINE CLOSEST TO CURB FACE AND THE CURB FACE
- E. CENTERLINE OF CONTINENTAL STRIPE (2' X 10') LINES UP WITH CURB FACE
- F. CENTERLINE OF CONTINENTAL STRIPE (2' X 10') IS THE SAME DISTANCE AS BETWEEN THE CENTERLINE OF E AND C
- G. DO NOT INSTALL ANY PARTIAL CONTINENTAL STRIPE

LAYOUT OF DUAL TURNS

1. OBSERVE TRACKING OF VEHICLES MAKING THE DUAL TURN.
2. USE HEAVY ROPE OR CHAIN TO LAY-OUT PROPOSED DASH LINE BASED ON THIS OBSERVATION.
3. HAND-PAINT ALONG ROPE OR CHAIN
4. REMOVE ROPE OR CHAIN
5. OBSERVE TRACKING OF VEHICLES ON EITHER SIDE OF NEW PAINTED LINE. SEE IF THESE VEHICLES ARE TRACKING ON EITHER SIDE OF NEW HAND-PAINTED LINE AND ARE FLOWING SMOOTHLY
6. IF THEY ARE CROSSING LINE OR THEIR MOVEMENT IS AWKWARD, REDO THE ABOVE 1-5 UNTIL 5 IS ACHIEVED
7. IF THEY ARE, INSTALL GROOVED 2' DASH 4' GAP DURABLE 4" WIDE WHITE PAVEMENT MARKING



CROSSWALK LAY-OUT AT MID-BLOCK

- A. CENTERLINE OF CONTINENTAL STRIPE (2' X 10') LINES UP WITH CENTERLINE OF LANE MARKING
- B. THIS MEASUREMENT IS 3 FT. FROM CENTERLINE OF CONTINENTAL STRIPE TO BACK OF CURB
- C. CENTERLINE OF CONTINENTAL STRIPE IS 1/2 OF DISTANCE BETWEEN THE TWO ADJOINING CONTINENTAL STRIPES

GENERAL NOTES:
ALL PERMANENT CROSSWALKS THAT ARE INSTALLED ON CONCRETE WILL BE GROOVED
IF GAP BETWEEN CONTINENTAL STRIPES ARE MORE THAN 5 FEET NOTIFY THE ENGINEER

